

STAFF RECOMMENDATION

Throughout the LYNX Silver Line/Southeast Corridor Transit Study, the study team conducted extensive public outreach: over 1,000 citizens participated in the study, 39 stakeholder meetings, 14 neighborhood meetings, 7 public outreach meetings.

SHORT-TERM BUS RECOMMENDATION

Tentatively 5-10 years before implementation

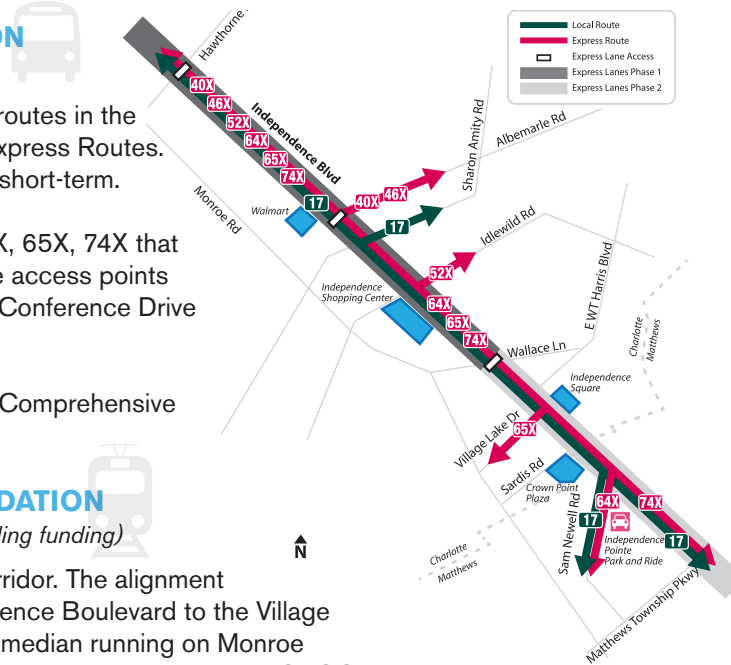
CATS will provide an operations plan for all bus routes in the Southeast Corridor with a focus on the US 74 Express Routes. This would provide enhanced bus service in the short-term.

- An express route plan for 40X, 46X, 52X, 64X, 65X, 74X that maximizes the existing and future express lane access points
- Future Park and Ride recommendations near Conference Drive and Sardis Road North
- Sprinter Service on Central Avenue
- Route recommendations to be used in CATS Comprehensive Operational Analysis

LONG-TERM LIGHT RAIL RECOMMENDATION

Tentatively 15-20+ years before implementation (pending funding)

CATS recommends a light-rail service for the corridor. The alignment recommendation is side-running along Independence Boulevard to the Village Lake Drive area. The alignment then switches to median running on Monroe Road to Sam Newell Rd to Independence Pointe Parkway and ending at CPCC Levine Campus. More detailed information on the recommended light rail alignment can be found on the map.



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THE VISION

The Southeast Corridor vision focuses on the two-way interaction between transit and land use. This principle was developed in 1998 with the Integrated Transit/Land Use Plan for Charlotte which set the goals of establishing high-quality transit to connect and strengthen activity centers, create additional transit options, and use transit to help shape growth at key nodes along the corridor.

The staff recommendation will include the following land use goals:

- Connection to existing activity centers including Bojangles Coliseum, Matthews Sportsplex, and CPCC Levine Campus
- Potential rail trail adjacent to the alignment
- Integrate with other modes of transportation

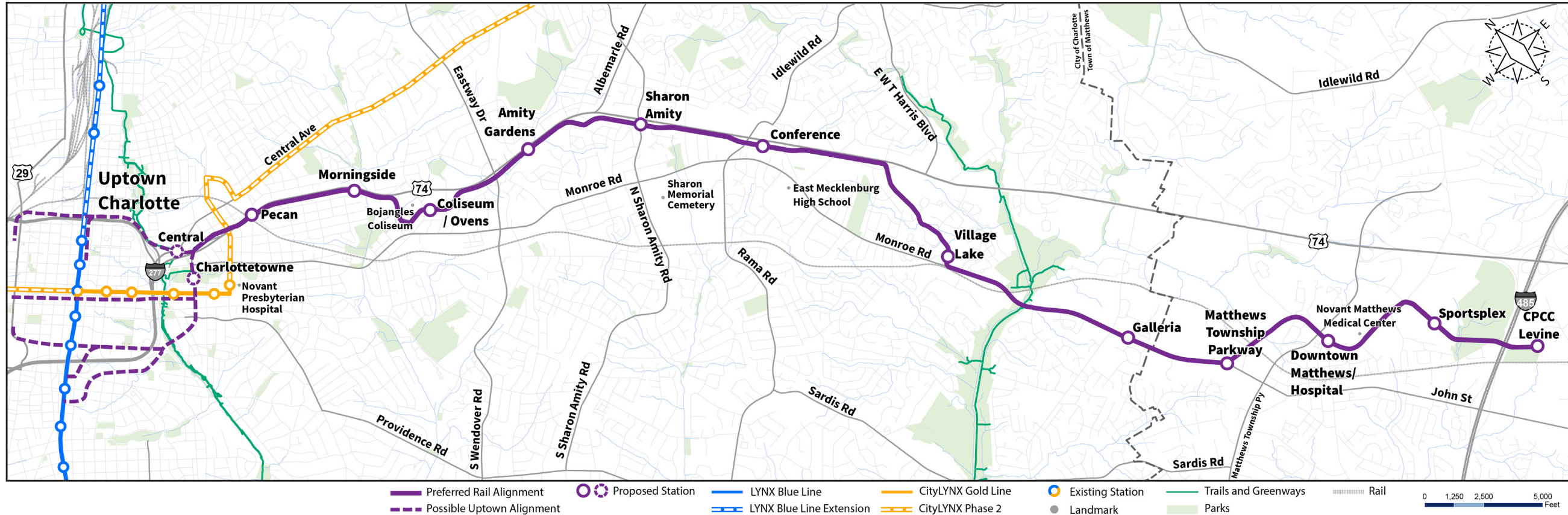
As CATS moves toward finding a funding source for future light rail projects, the study team aims to preserve the Silver Line light rail alignment for future construction. This preservation can occur through communications and partnerships with private development projects and public infrastructure projects.



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LYNX SILVER LINE LIGHT RAIL RECOMMENDATION



HIGHLIGHTS

- Side running along Independence to Village Lake Drive Area. Alignment then becomes median running through Monroe Road to Sam Newell Road to Independence Pointe Parkway ending at CPCC Levine Campus.
- Draft costs and ridership being finalized.
- Recommended to continue study west to airport, including various Uptown Charlotte alignments, as part of a System Integration West Corridor Study.

